



The Commonwealth of Massachusetts

Executive Office of Environmental Affairs

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KERRY HEALEY
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STEPHEN R. PRITCHARD
SECRETARY

August 15, 2005

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CERTIFICATE OF THE SECRETARY OF ENVIRONMENTAL AFFAIRS
ON THE
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

PROJECT NAME : Silver Line - Phase III
PROJECT MUNICIPALITY : Boston
PROJECT WATERSHED : Boston Harbor
EOEA NUMBER : 6826/11707
PROJECT PROPONENT : Massachusetts Bay Transportation
Authority
DATE NOTICED IN MONITOR : May 25, 2005

As Secretary of Environmental Affairs, I hereby determine that the Supplemental Environmental Impact Report (EIR) submitted on this project **adequately and properly complies** with the Massachusetts Environmental Policy Act (M.G. L., c. 30, ss. 61-62H) and with its implementing regulations (301 CMR 11.00). I am requiring the proponent to submit a Supplemental Final Environmental Impact Report (SFEIR) to refine the alternatives analysis and identify the Preferred Alternative for Phase III.

Project History:

The project is the merger of two separate MEPA filings (one for the South Boston Transitway, EOEA #6826 and the other for the Washington Street Replacement Service, EOEA #11707) that were once independent projects. In the NPC in 1998, the MBTA joined these two projects to create the Silver Line project.

The original proposal for Phase II of the Transitway (from South Station to Boylston Station) proposed an alignment going from South Station along Essex and Avery Streets, and terminating in a loop underneath the Boston Common's Central Burial Ground. The impacts of that alignment were fully reviewed under MEPA. The FEIR/FEIS for the Transitway was found adequate in 1994, and the MBTA issued its Section 61 Finding in 1995. In 1994, a Memorandum of Agreement was executed with the Massachusetts Historical Commission, containing the MBTA's commitments to mitigate impacts on historic and cultural resources.

In the 1998 NPC, the MBTA introduced the extension of the

tunnel beyond the Boylston Station, with an alignment along Tremont Street, and with a portal at Washington Street and Oak Street for vehicles to connect to the Washington Street component of the Silver Line. In the August 9, 1999 Certificate on the NPC, the Secretary required the MBTA to prepare annual updates on the Silver Line and to evaluate any additional environmental impacts associated with the extension of the tunnel to the portal. The MBTA has continued to develop Phase III and has advanced the design for the project into preliminary engineering. It has continued to refine the alignment to avoid impacts to important cultural and community resources and to reduce the overall cost of the project so as to make it more competitive for federal funds.

On June 15, 2004, the proponent submitted an NPC for MEPA review that proposed modifications to the tunnel alignment for Phase III of the Silver Line bus rapid transit (BRT) project. The project involves the construction of a tunnel between South Station and Charles Street, connecting Phase I of the Silver Line with Phase II. The MBTA identified a core tunnel segment for Silver Line Phase III that follows an alignment along Essex and Boylston Streets, with two Silver Line stations at Boylston Street (connecting to the Green Line) and at Chinatown (connecting to the Orange Line), and considered alternative alignments for the tunnel connection to the portal providing access to Washington Street. It is designing and constructing the Phase III tunnel so that it can be converted at some point in the future to use by light rail.

On August 23, 2004, the Secretary issued a Certificate that required the proponent to submit a Supplemental EIR to identify the project impacts and identify a Preferred Alternative alignment for the tunnel connection to the portal to provide access to Washington Street.

Review of the Supplemental EIR:

The Supplemental EIR provided a detailed project description with a summary/history of the project. It included a summary of the core tunnel segment for the Silver Line Phase III from Boylston to South Stations. This summary included a comparative summary of the alternatives considered. The Supplemental EIR discussed the different station locations. It identified the passengers projected to use each alignment. This summary included station plans for the proposed Silver Line stations showing station entrances/exits and proposed crosswalks. The EIR addressed the many comment letters regarding the MBTA's rejection of a single station between it proposed Chinatown and Boylston Stations rather than the two proposed stations. The location and preliminary design of station headhouse entrances/exits, vent

shafts, and station area profiles and elevations were included in the EIR for the Phase III portion of the Silver Line.

The Supplemental EIR summarized the various alternatives that the MBTA has analyzed for project segments beyond Boylston Station and identified why some of these alternatives have been rejected. The Supplemental EIR identified and analyzed the three alternative route alignments between Boylston Station and the portal:

- Tremont Street Alignment to the New England Medical Center (NEMC) Portal;
- Charles Street Alignment to the NEMC Portal;
- Back Bay Portal on Columbus Avenue; and
- The Federal Transit Administration's (FTA) Charles/Stuart /Tremont Street alignments to the NEMC Portal.

This analysis presented the alternative tunnel alignments and identified the advantages and disadvantages of each alternative. The Supplemental EIR evaluated the following environmental impacts for each Silver Line tunnel and portal alternatives: traffic, parking, transit, pedestrian and bicycle facilities, drainage/groundwater, noise/vibration, hazardous wastes, construction/community disruption, land acquisition, historical/cultural issues, parkland/open space, and mitigation. However, the Supplemental EIR did not identify the proponent's Preferred Alternative between Boylston Station and the portal.

The Supplemental EIR included a Traffic Study that was prepared in conformance with the EOEA/EOTC Guidelines for EIR/EIS Traffic Impact Assessment. It identified the specific traffic impacts from the project's potential conflicts with other vehicle traffic at the two portal alternatives. The Supplemental EIR included a Level-of-Service (LOS) analysis for the intersections that are potentially impacted by the proposed project. Some intersections were added and others were deleted from the original scope. The Supplemental EIR's LOS tables included each movement for the intersections. The Volume/Capacity ratio was provided for the signalized intersections. The Supplemental EIR included a summary of average and 95th percentile vehicle queues for each intersection within the study area. It included traffic projections from other future development proposals in the vicinity of the project. A gap analysis was conducted to determine potential impacts to emergency response vehicles at the NEMC. The Supplemental EIR identified the potential impacts associated with the proposed construction period closure of the westbound side of Boylston Street between the Charles and Tremont Street intersections.

In Section 4.4 of the Supplemental EIR, traffic accident history for the three most recent years for which data was available was reviewed and presented for the study area. Traffic accident problem areas were identified, and solutions were proposed. The Supplemental EIR discussed the suitability of proposed signalization changes and any roadway widening or losses due to proposed portals. It discussed the right-of-way (ROW) implications of possible widening and roadway losses and described how such ROW's would be acquired. The Supplemental EIR provided an inventory of pre- and post- on-street parking facilities in the project area for each alternative.

The Supplemental EIR provided an inventory of MBTA services in the project study area. This inventory included maps of existing bus routes, Silver Line service routes, and subway infrastructure, including abandoned Green Line tunnels. It included ridership estimates for the full Silver Line, as well as for the Phase III portion, and for the various alternative alignments beyond Boylston Station. The Supplemental EIR summarized the manufacturer's design and performance standards for the dual-mode vehicles that will be used within the Phase III portion of the Silver Line. The MBTA outlined its operations plan for Phase III and identified vehicle headways for different times during the day. It identified the MBTA's proposed headway commitments regarding the maintenance of the existing Silver Line route to Temple Place. The Supplemental EIR summarized its design plans for Boylston Station, Chinatown Station, and the Portal Station. It described the range of potential options for a surface loop/spur to Back Bay. Chapter 9 in the Supplemental EIR describes the financial analysis for Phase III.

The Supplemental EIR depicted where sidewalks currently exist in a map of the station and proposed portal areas and where the proponent proposes changes to existing sidewalks and crosswalks. It documented existing and future pedestrian volumes and LOS at intersections in the vicinity of proposed stations and portals.

The Supplemental EIR determined existing noise levels in the project area and identified noise sensitive locations along the proposed tunnel. It estimated what future noise levels will be during construction of Boylston Station, the tunnel and the portal(s), and when Phase III is completed. Noise levels were estimated at these above locations. The MBTA used the Federal Transit Administration (FTA) guidelines (1995) for determining noise and vibration level impacts and compared this data with City of Boston Noise Regulations. The Supplemental EIR outlined when and what types of noise and vibration will be associated with the construction of Boylston Station and beyond. The proponent is proposing to deck over cut-and-cover sections of the

tunnel construction to reduce potential noise impacts.

The Supplemental EIR identified existing and potential vibration levels and vibration sensitive locations along the proposed tunnel at Boylston Station and beyond. It identified areas determined to have unacceptable noise/vibration levels during construction. The Supplemental EIR addressed the significant concerns raised regarding impacts from both construction and operation of the Preferred Alternative on the NEMC's MRI capabilities.

The Supplemental EIR presented a discussion on potential construction period impacts (including but not limited to noise, vibration, dust, rodent control, transit disruption, and traffic maintenance) and analyzed feasible measures that can avoid or eliminate these impacts. The Supplemental EIR provided information regarding the potential phasing/staging of construction for Phase III.

The Supplemental EIR identified any land acquisitions and/or leasing, both temporary and permanent, which the MBTA is proposing for the project. It also identified the time frame proposed for temporary leasing.

The Supplemental EIR summarized the results of its inventory of historical, archaeological, and cultural resources that could be potentially impacted in the Core area of the project. It also identified potential impacts for the various portal alternatives beyond Boylston Station. The Supplemental EIR identified both temporary and permanent impacts to proposed parks or open space areas.

The SFEIR should resolve all the remaining issues outlined below, as required by this Certificate.

Project Description and Regulatory Environment:

The SFEIR should include a detailed description of the project. The SFEIR should compare and contrast the alternatives and identify and fully describe the proponent's Preferred Alternative for Phase III. I ask that the proponent respond to comments regarding the feasibility of an alternative portal configured along Marginal Road. The SFEIR should also discuss any changes to the project since the submission of the SEIR. It should include an existing and proposed site plan. The SFEIR should describe each state agency action required to implement the Preferred Alternative. It should also identify the amount of state funds/bonds that may be requested for this project.

The SFEIR should summarize the potential environmental

impacts for the Preferred Alternative for Phase III: traffic, parking, transit, pedestrian and bicycle facilities, drainage/groundwater, noise/vibration, hazardous wastes, construction/community disruption, land acquisition, historical/cultural issues, parkland/open space, and mitigation. It should identify these above potential environmental impact areas for the Preferred Alternative for Phase III.

Traffic:

The SFEIR should address the several commenters who expressed continued concern with the potential impact of the NEMC portal alternative on existing traffic flow and emergency vehicle traffic. It should evaluate additional design measures that may further mitigate the potential impacts associated with this alternative.

Drainage/Groundwater:

The SFEIR should present drainage calculations and plans for the management of stormwater for the Preferred Alternative. It should include a description of the proposed drainage system design, including a discussion of the alternatives considered along with their impacts. The proposed drainage system should control storm flows at existing levels before entering the Boston Water and Sewer Commission (BWSC) stormwater system. The MBTA should consider recharging stormwater runoff in order to retain as much as possible of the existing groundwater flows and drainage patterns. The SFEIR should indicate the pump station receiving stormwater flows from the project area and identify any capacity issues at the pump station.

The SFEIR should address the performance standards of DEP's Stormwater Management Policy for its Preferred Alternative. It should demonstrate that the design of the drainage system is consistent with this policy. The proponent should use the DEP Stormwater Management Handbook when addressing this issue.

The SFEIR should discuss consistency of the project with the provisions of the National Pollution Discharge Elimination System (NPDES) general permit from the U.S. Environmental Protection Agency for stormwater discharges from construction sites. The SFEIR should include discussion of best management practices employed to meet the NPDES requirements, and should include a draft Pollution Prevention Plan.

The SFEIR should include a maintenance program that describes the actual maintenance operations and responsible parties.

Any dewatering of the construction site should include monitoring to ensure that there is no impact to the groundwater level. The maintenance of groundwater levels is particularly important because of the number of buildings constructed on untreated wood piles that were designed to be continuously submerged in groundwater. The SFEIR should include a census/survey of existing building foundations to determine which are supported on wooden piles and where those pilings are cut off. This census should be performed within a two-block radius of the core tunnel and the Preferred Alternative's tunnel and portal areas as requested by the Boston Groundwater Trust (BGT). It should document the elevation and condition of existing wood pilings that exist and report on potential causes of reduced groundwater in the area. The SFEIR should outline the proponent's proposed monitoring program of groundwater levels. It should summarize existing pre-construction groundwater conditions if this information is available, and propose groundwater monitoring to address any impacts. The proponent should consult and coordinate its groundwater-monitoring program with the BGT.

Historical/Cultural Issues:

The SFEIR should provide any new information on historical/cultural resources developed since the SEIR was filed. It should update reviewers on its meetings with the Massachusetts Historical Commission (MHC) and the measures that the proponent is taking to comply with MHC's review. The SFEIR should provide a draft/final copy of its Memorandum of Agreement (MOA)/Programmatic Agreement (PA) with the Massachusetts Historical Commission (MHC) and any proposed addendums. I ask the proponent to also consult with the Boston Landmarks Commission before finalizing any MOA.

Parkland/Open Space:

I encourage the proponent to avoid and/or minimize to the maximum extent feasible any permanent taking of valuable parkland and open space areas unless there is no other feasible alternative available to the proponent. The SFEIR should quantify and demonstrate the necessity of any unavoidable temporary impacts to parks or open space. The SFEIR should clearly describe proposed mitigation for any temporary takings. It should identify any impacts to Article 97 land, consistency with EOE's Article 97 Land Disposition Policy, and the Article 97 process that would be required for such a taking if required as part of the Preferred Alternative.

The SFEIR should include the replacement plan for the ball field on the Boston Common. According to the comment letter from Conservation Services (EOEA), the conversion of parkland even for

a temporary use would require approval of the National Park Service (NPS) under 6(f) of the Land and Water Conservation Fund Act (P.L. 88-578). The SFEIR should discuss this issue and report on its discussions with the NPS. It should also include proponent's FTA proposed Section 4(f) statement regarding parkland. The SFEIR should respond to the concerns that were identified in the Boston Park Department's comment letter.

Mitigation:

The SFEIR should include a separate chapter on mitigation measures. It should provide a clear commitment to implement mitigation measures and should describe the timing of their implementation. This chapter on mitigation should include proposed Section 61 Findings for the MBTA. The proposed Section 61 Findings should contain a clear commitment to mitigation, an estimate of the individual costs of the proposed mitigation and the identification of the parties responsible for implementing the mitigation. A schedule for the implementation of mitigation should also be included.

The proponent has committed to the following mitigation measures in the SEIR:

- Provide replacement parking in nearby facilities for the Doubletree Hotel if parking is lost.
- Provide access to off-street parking and loading docks from Columbus Avenue for the Salvation Army and Benjamin Franklin Smith Printers that would be lost as a result of the Columbus Avenue Alternative by removing the one-story building at 320 Stuart Street.
- Provide an exclusive left-turn lane for Silver Line vehicles on Washington Street at the NEMC portal.
- Provide intersection improvements at the Arlington Street/Columbus Avenue/Stuart Street intersection and modify the preempt signal operation at the Fire Station.
- Provide pedestrian portal improvements via lighting, audible improvements, crosswalks, sidewalks, and other traffic calming measures.
- Provide an accessible and lighted pedestrian path along the side of the NEMC parking garage.
- Install groundwater observation wells along the proposed alignment and at other selected locations near the alignment. These locations will be determined in coordination with the BGT. Provide waterproofing membrane around mined tunnels, tunnel slabs, and roofs and any grouting that is needed.
- Utilize Best Management Practices such as deep sump catch

basins prior to discharge to the BWSC drainage system with street sweeping and cleaning of catch basins for stormwater runoff in the boat section.

- Seek approval from the Massachusetts Department of Public Safety to allow the use of a pop-up hatch instead of an open stairwell to reduce visual impacts on the Boston Common.
- Prepare a Construction Management Plan for the Boston Transportation Department (BTD).
- Provide the decking of cut-and-cover areas during construction to reduce noise impacts from the project.
- Avoid archaeologically sensitive areas or provide for data recovery program in advance of construction. Provide a Section 106 Programmatic Agreement for cultural resources.
- Require that the contractor utilize equipment that has emission control devices as part of DEP's Clean Construction Initiative.

The SFEIR should include a copy of each of the following proposed documents: CMP, Section 61 Finding for the MBTA, PA, and a Section 4(f) Statement. The CMP should identify proposed truck routes for the removal of excavate. The proponent should consider making the Silver Line buses equipped with external bike racks as a mitigation measure.

Comments:

The SFEIR should respond to the comments received to the extent that the comments are within the subject matter of this scope. Each comment letter should be reprinted in the SFEIR.

Circulation:

The SFEIR should be circulated in compliance with Section 11.16 of the MEPA regulations and copies should also be sent to the list of "comments received" below and to Boston officials. A hard copy of the SFEIR should be made available for public review at the Boston Public Library. The proponent should provide a hard copy of the Supplemental EIR to each state agency from which the proponent will seek permits or approvals and to the City of Boston's commenting agencies.

In an effort to conserve resources, I will allow the proponent to circulate the SFEIR in a CD-ROM format to individual (non-agency) commenters, although the proponent should make a reasonable number of print copies available on a first come, first served basis, to accommodate those without convenient access to a computer.

August 15, 2005
DATE


Stephen R. Pritchard

cc: U.S. Representative Michael Capuano
Senator Dianne Wilkerson
Representative Salvatore F. DiMasi
Representative Marty Walsh
Representative Byron Rushing
Nancy Baker, DEP/NERO

Comments received:

05/25/2005	Andrew D. Brennan / MBTA
06/21/2005	Jonathan Pozner / Fallon Ambulance (2)
06/22/2005	Peter Hoare / EASCARE Ambulance (2)
06/22/2005	Stephen Makris
06/22/2005	Todd Fratzel
06/22/2005	Joanne M. Haracz / URS/DMJM & Harris
06/27/2005	Michael Mendelsohn, MD
06/27/2005	Kirk Sykes
06/27/2005	Jeanne Pinado / Madison Park Development
06/27/2005	Kenneth Guscott / long bay management co.
06/29/2005	Mark Slater
06/30/2005	Andrew Brennan / MBTA
06/30/2005	Debbie Ho / Chinatown Main Street
07/01/2005	Edmund Barry Gaither (2)
07/05/2005	Barbara Gaffrey
07/05/2005	Michael McCullough / J.F. White Contracting Co.
07/05/2005	Michael Fleming / White Contracting Co.
07/05/2005	Jean Papagiorgakis / White Contracting Co.
07/05/2005	John Bernazani / White Contracting Co.
07/05/2005	Jacqueline Tran / White Contracting Co.
07/05/2005	Gregory Sapochetti / White Contracting Co.
07/05/2005	Kevin Egan / White Contracting Co.
07/05/2005	Thomas Pyle / White Contracting Co.
07/05/2005	Jeff Rosen / White Contracting Co.
07/05/2005	Stephen Barlow / White Contracting Co.
07/05/2005	Stephen Cobb
07/05/2005	Jacob Abdal-Khallaq / A Nubian Notion Inc.
07/05/2005	Nicholas Goulas
07/05/2005	David Hill
07/05/2005	Marjorie Eng
07/05/2005	John Kyper / Sierra Club
07/05/2005	David Matthes
07/05/2005	William Willand
07/06/2005	Evelyn Friedman / Nuestra Comunidad Development

07/06/2005	Evelyn Friedman / Nuestra Comunidad Development
07/06/2005	Peter Pogorski
07/06/2005	Elissa Pogorski
07/08/2005	Christopher Vrachos / White Contracting Co.
07/08/2005	Diarmuid O'Connell / The McCourt Co.
07/08/2005	Daniel Eng
07/11/2005	Katherine Greenberg
07/11/2005	Kelly McHugh / SEAPORT TMA
07/13/2005	Doug Brugge, PhD
07/13/2005	Valerie Wong
07/13/2005	Yi Ching Fedkenheuer
07/15/2005	William Moy / South Cove Neighborhood Council
07/19/2005	Gregory Imbaro
07/20/2005	Michael Rosenblatt, M.D.
07/20/2005	Martha Ballard
07/20/2005	Richard Chin
07/20/2005	Mary Darmstaetter
07/22/2005	Andrew D. Brennan / MBTA
07/22/2005	John Strodger / United Housing Management
07/22/2005	Stephanie Fan
07/22/2005	Suzanne Wedel / Boston Med Flight
07/22/2005	August Niewenhaus / Tufts-New England Medical
07/22/2005	Robert Loranger / Tufts-New England Medical
07/22/2005	Brien Barnewolt / Tufts-New England Medical
07/22/2005	Howard Spivak / Floating Hospital for Children
07/22/2005	Ivan Frantz / Floating Hospital for Children
07/25/2005	Rev. Hugh O'Regan / The Church of Saint James the Greater
07/25/2005	Bruce Bickerstaff
07/26/2005	Robert Guen / Guen & Associates
07/26/2005	Philip Wright
07/26/2005	David Whitman
07/26/2005	David Wagner
07/26/2005	Domenic Mestroloteno
07/27/2005	Kay Ives
07/28/2005	Tony Chaves / EOEa
07/29/2005	Jennifer Soper / DCS-EOEA
07/29/2005	Dennis Berounsky
07/29/2005	William Gregor
07/29/2005	Sarah Kelly / The Boston Harbor Association (2)
07/29/2005	Sheila Grove / Washington Gateway
07/29/2005	Elliott Laffer / Boston Groundwater Trust
07/29/2005	Elizabeth Levin & Company
07/29/2005	Jeffrey Brown
07/29/2005	Charles Levin
07/29/2005	James Barrows
08/01/2005	Arnold Sapenter
08/01/2005	Irving Glick / Glick Florist
08/01/2005	Paul Gaucher
08/02/2005	Libby Blank

08/02/2005	Ian Gardiner
08/02/2005	Jon Bernier
08/02/2005	Vicki Brown
08/02/2005	Michael Nairne
08/02/2005	Kenneth Girvin
08/02/2005	Paula and Mark Hays
08/02/2005	Pete Shults
08/03/2005	Gerry Vann
08/03/2005	Lydia Lowe / Chinese Progressive Assoc. W/ Petition
08/04/2005	June McCourt
08/04/2005	Ms. Aoife Austin (2)
08/04/2005	Mara Elich
08/04/2005	James Mambro
08/04/2005	Eric Cordes
08/04/2005	James McCormick
08/04/2005	Nan Rubin (2)
08/04/2005	Michael Rosenzweig
08/04/2005	Elisabeth Roxby
08/04/2005	Rebecca Blumm
08/04/2005	Michael Capuano, Congressman
08/05/2005	Joseph-Rocque Dion
08/05/2005	George Moccia
08/05/2005	Jeffrey Wong /Shanghai Printing Co.
08/05/2005	Maureen Wattley
08/05/2005	David Moy / Boston Chinatown Neighborhood Center
08/05/2005	Glenn Wattley
08/05/2005	Nancy Morriscoe
08/05/2005	Christopher Goddu
08/05/2005	Lily, Arthur, Lai Ming and Dorothy Chin
08/05/2005	Leslie Colburn
08/05/2005	Dorothy Atwood
08/05/2005	Douglas Vanderbilt
08/05/2005	Ruth Knopf
08/05/2005	George Klauber
08/05/2005	Donna Tritman
08/05/2005	Robert Varney
08/05/2005	Edward Allan
08/05/2005	Howard Truelove
08/05/2005	Roger Swadish
08/05/2005	Lowell Richards / MASSPORT
08/05/2005	Christopher Mansfield / Liberty Mutual
08/05/2005	Marie Moy / Boston Chinatown Resident Association
08/07/2005	Kris Foster
08/07/2005	Joan Campbell
08/07/2005	Cassio dos Santos
08/07/2005	Jorge Russell (2)
08/07/2005	Iain Webb
08/07/2005	William O'Donnell
08/07/2005	Richard Junghans, MD (2)

08/07/2005 Jean Yee (2)
08/07/2005 John Quintal
08/07/2005 Diannna Petrusky
08/07/2005 Mr. And Mrs. Mark Gilbert
08/08/2005 Bhamati Viswanathan
08/08/2005 Brian Callaghan
08/08/2005 Amy Bodow
08/08/2005 Dean DiPilato
08/08/2005 Paul Martin
08/08/2005 Christine Apicella / MASCO
08/08/2005 Michael Morizio / Friedman & Atherton
08/08/2005 Peter O'Colmain / Four Seasons Hotel
08/08/2005 Antonia Pollak / Boston Parks and Recreation
 Department
08/08/2005 Douglas Wilkins /Anderson & Kreiger
08/08/2005 Michelle Yee W/Petition (2)
08/08/2005 Anne McKinnon
08/08/2005 Robert Newman / DoubleTree Hotel
08/08/2005 Anthony Pangaro / Millennium Partners-Boston
08/08/2005 Joseph Larkin (2)
08/08/2005 Representative Byron Rushing
08/08/2005 Joe Hawley
08/08/2005 Cecilia Tjahjadi
08/08/2005 Sarah Herlihy
08/08/2005 Ann Gulesian
08/08/2005 Lisa Amatangel
08/08/2005 Roger Cassin / Columbus Center
08/08/2005 Kevin Howard
08/08/2005 John Mostyn / Corcoran Jennison
08/08/2005 Ellen Zane / Tufts-New England Medical Center
08/08/2005 Guy Busa / Washington Gateway
08/08/2005 Margaret Ings / Emerson College
08/08/2005 Brona Simon / Mass Historical Commission
08/08/2005 Thomas Tinlin / BTB
08/08/2005 Richard Lord / AIM
08/08/2005 Karen LaFrazia / St. Francis House
08/08/2005 John Felix / DEP-BOSTON
08/08/2005 Kevin Hudalla
08/08/2005 Anne Sanford
08/08/2005 Kathleen McDermott
08/08/2005 Christopher Gorglione
08/08/2005 Therese Miller
08/08/2005 Michael Fisher
08/08/2005 Bill Nigreen
08/08/2005 Judith Huckins
08/08/2005 Rebecca Zazuk
08/08/2005 Gearoid Smyth
08/08/2005 Douglas Fiebelkorn / Bay Village Neighborhood
 Assoc.
08/08/2005 Charles Killam and Master Austin Killam

08/08/2005	Robert McClenaghan
08/08/2005	Thomas Perkins
08/08/2005	Peter Sherwin / NABB
08/08/2005	James Woodroffe
08/08/2005	Maura Zlody
08/08/2005	Bette Greene
08/08/2005	David Connors
08/08/2005	Michael Hardock (2)
08/08/2005	Jacquelin McBride / CAC
08/08/2005	Susan Park / Boston Preservation Alliance
08/08/2005	Paul Miller
08/08/2005	Anthony Gordon
08/09/2005	Ruth Moy / Greater Boston Chinese Golden Age Center
08/09/2005	Peter Sherin / Neighborhood Assoc. of the Back Bay
08/09/2005	James Rooney / MCCA
08/09/2005	James Fournier / The Brownstones Alliance
08/09/2005	Ann Hershfang / WALKBOSTON
08/09/2005	Romin Koebel
08/09/2005	Bryan Glascock
08/09/2005	Rene Bergstresser
08/09/2005	Clyde Bergstresser / Campbell Campbell Edwards & Conroy
08/09/2005	Joanne Hilferty / Goodwill
08/09/2005	James Alexander
08/09/2005	Elizabeth Boveroux
08/09/2005	Deborah Byrnes / Retail Resource Inc.
08/09/2005	Allison Juves
08/09/2005	Christine Ridenour
08/09/2005	Robert Sherwood
08/09/2005	William Hsu
08/09/2005	Karen Wepsic
08/09/2005	John Cruz
08/09/2005	Carol Gander / AMMANN & WHITNEY
08/09/2005	Malcolm McDonald
08/09/2005	Uta Renz
08/09/2005	William Clendaniel
08/09/2005	John DeMatteo / Park Square Revival Corp.
08/09/2005	Paul Hong M.Lee / Chinatown Beautification Committee
08/09/2005	James DeGiacomo / Murtha Cullina
08/09/2005	Sherry Dong W/ Petition
08/10/2005	Meg Mainzer-Cohen / Back Bay Association
08/10/2005	Roz and Herb Hill
08/10/2005	Bernard Jacobson / Jeanne Sillay Jacobson
08/10/2005	Richard Dimino / ABC
08/10/2005	John Ferrell / YMCA
08/10/2005	Paula Reynolds / YMCA
08/10/2005	Norine Shults
08/10/2005	Barbara Gaffney

08/10/2005	David Mundel
08/10/2005	David Crowley
08/10/2005	Kathleen Emrich / The Ellis
08/10/2005	Anne Meyers / Downtown Crossing Association
08/10/2005	Ronn Garry / Tropical Foods International
08/10/2005	Erwin Schirnerl / The Ritz-Carlton Hotels of Boston
08/10/2005	Gordon Holmes
08/10/2005	S. Shan You
08/10/2005	Bruce Petri
08/10/2005	Anne Kilguss
08/10/2005	Donald Sheehan / Local 103 of Greater Boston
08/10/2005	Charles Vinick / Save our Sound
08/10/2005	Wayne Lamson / The Steamship Authority
08/10/2005	Jeanne Krieger / Lexington Office of Selectmen
08/10/2005	Tufts-New England Medical Center W/ Petition
08/11/2005	Steven Chin / Boston Chinese Evangelical Church
08/11/2005	Barbara Warren
08/11/2005	Mark Maloney / Boston Redevelopment Authority

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